

The Hongkong Telegraph.

(ESTABLISHED 1881.)

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日五月初五十三號光

SATURDAY, JUNE 18, 1904.

六月

號八十月大英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE
YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.
CAPITAL SUBSCRIBED Ver 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,320,000

Head Office:—YOKOHAMA.

Branches and Agencies:
TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTIN. NEWCHWANG.
PEKING.
LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARKS' BANK, LTD.
THE UNION OF LONDON AND
SMITHS BANK, LTD.
HONGKONG BRANCH.—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
" 6 " 4 "
" 3 " TARO HODSUMI,
Manager.

Hongkong, 11th March, 1904. [21]

HONGKONG AND SHANGHAI
BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND.—
Sterling Reserve \$10,000,000
Silver Reserve \$ 6,500,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
E. Goetz, Esq. N. A. Slebs, Esq.
Hon. W. J. Greson. H. W. Slade, Esq.
A. Haupi, Esq. C. A. Tonnes, Esq.
H. Schubert, Esq. E. S. Wheeler, Esq.
E. Shellim, Esq.
CHIEF MANAGER:—
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. M. BEVIS.
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per cent per Annum.
For 6 months, 3 per cent per Annum.
For 12 months, 4 per cent per Annum.
J. R. M. SMITH,
Chief Manager.

Hongkong, 18th May, 1904. [22]

HONGKONG SAVINGS BANK.
THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.
INTEREST on deposits is allowed at 3½ per
cent. per annum.
Depositors may transfer at their option
balances of \$100 or more to the HONGKONG
AND SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1904. [23]

THE NATIONAL BANK OF CHINA,
LIMITED.
Authorised Capital \$1,000,000
Paid up Capital \$ 324,374

HEAD OFFICE:—HONGKONG.
Board of Directors:
Chan Kit Shan, Esq. J. Focke, Esq.
Creasy Ewens, Esq. G. C. Moxon, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%
Hongkong, 4th February, 1904. [24]

THE
DEUTSCH ASIATISCHE BANK.
PAID-UP CAPITAL Sh. Taels 5,000,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin Calcutta Hankow
Tientsin Tsin-tau (Kiautschou)

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 12th April, 1904. [25]

INTERNATIONAL BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS,
GOLD \$7,992,733.37—about £1,640,000.
CAPITAL AND SURPLUS AUTHORISED
GOLD \$10,000,000—£2,055,000.

HEAD OFFICE:
1, WALL STREET, NEW YORK.

London Office:—
THREADNEEDLE HOUSE, E.C.

BRANCHES AT
SAN FRANCISCO, WASHINGTON,
MEXICO, MANILA, SHANGHAI, SINGA-

PORE, YOKOHAMA, BOMBAY,

CALCUTTA
AND AGENTS ALL OVER THE WORLD

LONDON AND CONTINENTAL
BANKERS:

NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.

UNION OF LONDON AND SMITHS BANK, LTD.

CREDIT LYONNAIS, DRESDNER BANK,

COMPTOIR NATIONAL D'ESCOMpte
DE PARIS, &c.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Current Account and issues
Fixed Deposit Receipts either in Gold or
Silver at Rates which may be ascertained on
Application.

HONGKONG BRANCH:

20, DES VIEUX ROAD CENTRAL.

CHARLES R. SCOTT,
Manager.

Hongkong, 14th December, 1903. [19]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1866.

Shanghai Taels.

SUBSCRIBED CAPITAL 5,000,000

PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies:

CANTON. PENANG.

CHEFOO. SINGAPORE.

HANKOW. TIENSIN.

PEKING.

THE Bank purchases and receives for collection
Bills of Exchange drawn on the above
Places, and Sends Drafts and Telegraphic Trans-
fers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

3½ per Annum Fixed Deposits for 3 months.

4½ " " 6 "

5½ " " 12 "

H. C. MARSHALL,

Acting Manager.

Hongkong, 17th May, 1903. [18]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE:—LONDON.

CAPITAL PAID-UP \$800,000

RESERVE LIABILITY OF SHARE

HOLDERS \$800,000

RESERVE FUND \$800,000

INTEREST ALLOWED ON CURRENT

ACCOUNT AT THE RATE OF 2 PER CENT. PER

ANNUUM ON THE DAILY BALANCES.

On Fixed Deposits for 12 months, 4 per cent.

" " 6 " 3½ "

" " 3 " 2½ "

T. P. COCHRANE,

Manager.

Hongkong, 19th May, 1904. [24]

EFFERVESCENT CARLSBAD POWDER.

FOR TORPIDITY
OF THE

LIVER, SICK HEADACHES, BILIOUS-
NESS, INDIGESTION AND
CONSTIPATION,

One or Two Doses will remove the above
Complaints.

IN GLASS STOPPED BOTTLES.....\$1.50.

Specially Prepared

BY

FLETCHER & Co.,

THE PHARMACY,

房藥大成中

14, QUEEN'S ROAD CENTRAL,

Hongkong.

A. STEVENSON,

Chemist.

Hongkong, 10th June, 1904. [28]

TRADE MARK.



TELEPHONE No. 135.

ASK FOR

CLUB WHISKY AND SEE YOU GET IT.

ITS PURITY IS GUARANTEED BY THE DISTILLERS CO., LIMITED,
EDINBURGH.

THE LARGEST DISTILLERS IN THE WORLD.

Sole Agents.

H. PRICE & CO.,
12, QUEEN'S ROAD CENTRAL

Hongkong, 15th April, 1904. [41]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
YOKOHAMA VIA SHANGHAI and KOBE, (Passing through the Inland Sea.)	MAZAGON W. H. S. Hall	About 23rd June	Freight only.
YOKOHAMA VIA SHANGHAI, MOJI and KOBE, (Passing through the Inland Sea.)	SOCOTRA C. J. Benton, R.N.R.	About 24th June	Freight only.
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	CEYLON C. F. Lockstone, R.N.R.	About 25th June	Freight and Passage.
SHANGHAI	CHUSAN W. B. Palmer, R.N.R.	About 30th June	Freight and Passage.
LONDON, &c.	BENGAL G. Phillips	July and Noon	See Special Advertisement.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 18th June, 1904. [4]

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六月

號八十月大英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Intimations.

Bovril supplies to the body the nourishment it requires, and makes good the muscle, tissue and energy spent during the hurry and worry of the day's work. The very embodiment of strength and sustenance in a digestible form is Bovril.



JAPAN COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maizuru, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

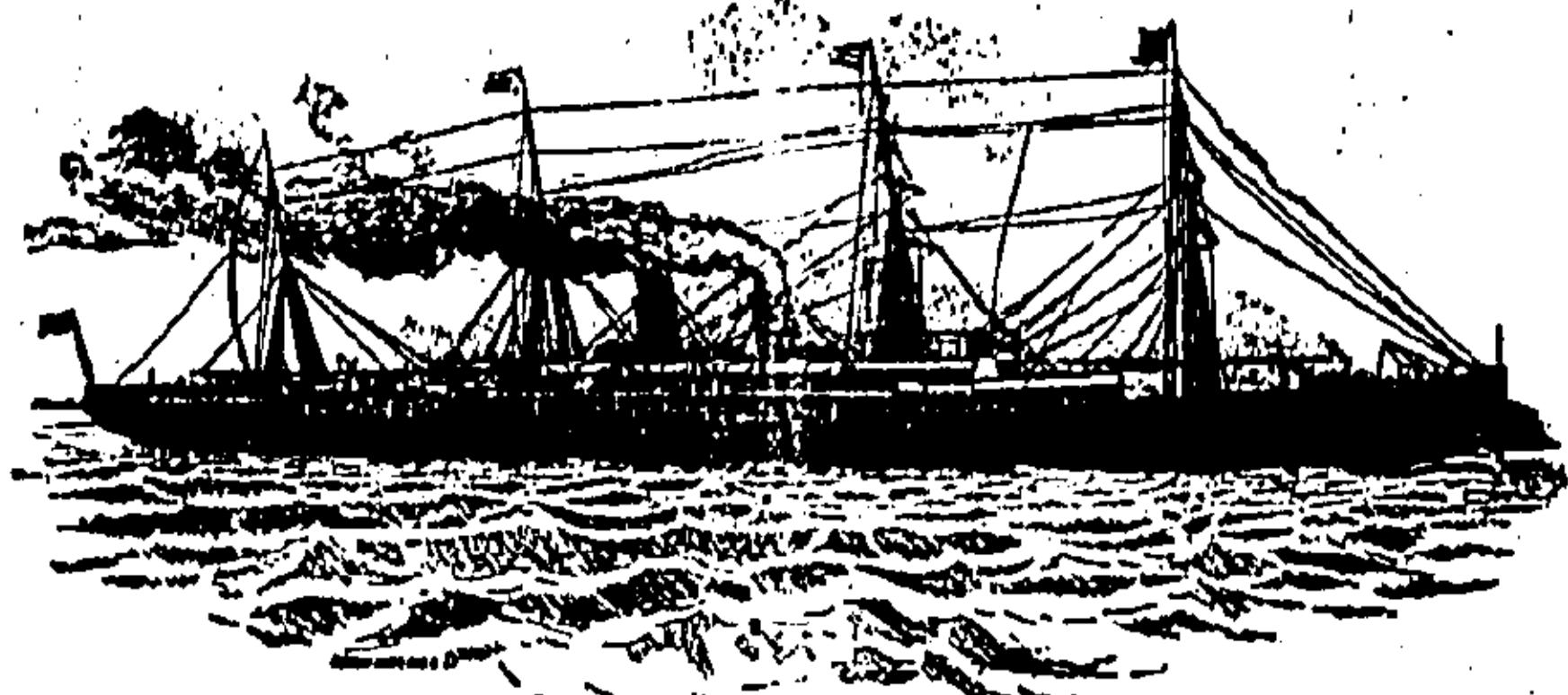
Telegraphic Address: "MITSUI" (A.B.C. and A-1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and</

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"AMERICA MARU"	6,300 Gross Tons	TUESDAY, 21st June, at Noon.
"CHINA"	5,060	TUESDAY, 28th June, at Noon.
"DORIC"	4,784	SATURDAY, 9th July, at Noon.
"SIBERIA"	11,284	THURSDAY, 21st July, at Noon.
"COPTIC"	4,352	TUESDAY, 2nd August, at Noon.
"KOREA"	1,276	SATURDAY, 13th August, at Noon.
"GAELIC"	4,205	TUESDAY, 23rd August, at Noon.
"MONGOLIA"	13,639	SATURDAY, 3rd September, at Noon.

Record Trip Yokohama to San Francisco made by ss. "KOREA," 11,276 tons, Oct. 18th-28th, 1901; 10 days, 15 hours.

THE T. K. K. Steamship "AMERICA MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 21st June, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific.

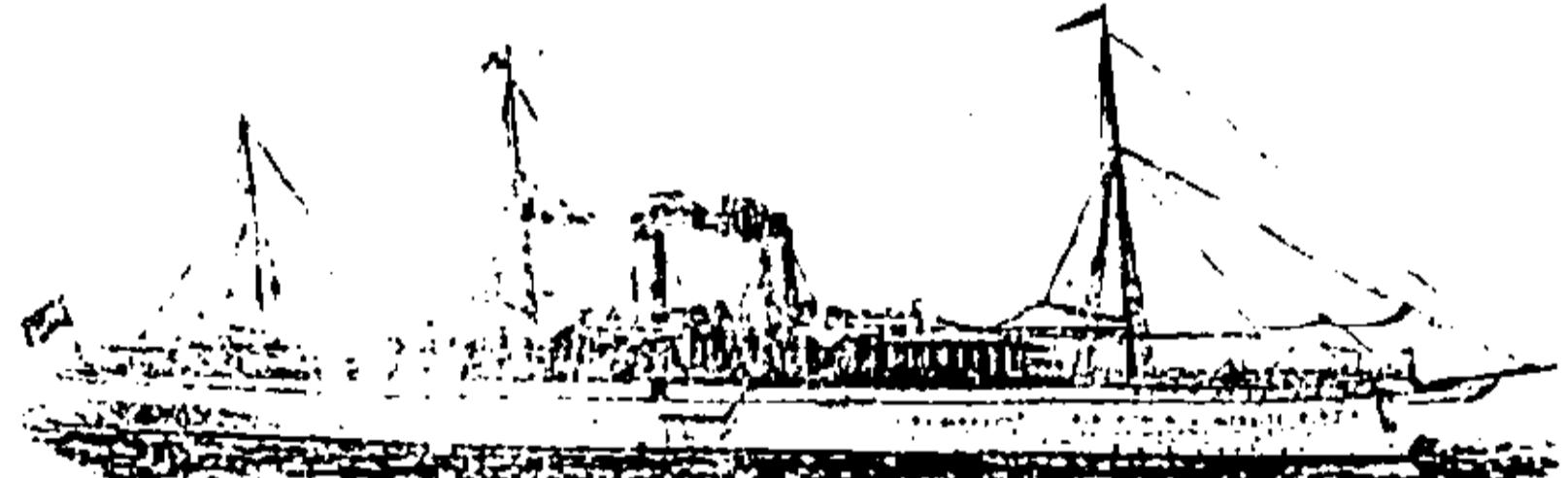
Southern Route; passengers enjoy out-door throughout; deck bathing. The tall at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line at San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 17th June, 1904.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAFETY SPEED PUNCTUALITY.

"EMPEROR" Twin Screw Steamship—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPEROR OF INDIA" ... 6,000 Tons ... WEDNESDAY, 22nd June.

" " "EMPEROR OF JAPAN" ... 6,000 " WEDNESDAY, 13th July.

" " "ATHENIAN" ... 2,440 " WEDNESDAY, 20th July.

" " "EMPEROR OF CHINA" ... 6,000 " WEDNESDAY, 3rd August.

" " "TARTAR" ... 4,425 " WEDNESDAY, 10th August.

" " "EMPEROR OF INDIA" ... 6,000 " WEDNESDAY, 24th August.

Hongkong to London, 1st Class, £120. via St. Lawrence £60. via New York £62.

Hongkong to London, Intermediate on Steamers, and 1st Class Rail £40. £42.

THE magnificent Twin-screw "EMPEROR" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,

6, Pedder's Street. [to]

Hongkong, 1st June, 1904.

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER FRAUDAMPFER DIENST.

(Taking Cargo at through Rates in ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASCOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

BATAVIA ... HAMBURG (DIRECT). Dempwolf ... (Calling at S'PORE, PENANG & COLOMBO). 28th June. Freight.

NURNBERG ... HAVRE, BREMEN and HAMBURG. Jaburg ... (Calling at S'PORE and PENANG) 6th July. Freight.

C. FRED LAEISZ ... HAVRE and HAMBURG. von Hoff ... (Calling at S'PORE, PENANG & COLOMBO) 26th July. Freight.

BADENIA ... HAVRE and HAMBURG. Roeden ... (Calling at S'PORE, PENANG & COLOMBO) 10th August. Freight.

BAMBERG ... HAVRE and HAMBURG. Miltzaff ... (Calling at S'PORE, PENANG & COLOMBO) 25th August. Freight.

ANDALUSIA ... HAVRE and HAMBURG. Schmidt ... (Calling at S'PORE, PENANG & COLOMBO) 5th Sept. Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE,

No. 1, Queen's Buildings,

Hongkong, 16th June, 1904.

TSU FAN DENTIST.

THE AMERICAN SYSTEM
OF DENTISTRY.

PRICE MODERATE—CONSULTATION FREE.
Next to the Hongkong Dispensary,
50, Queen's Road, Central.
Hongkong, 16th January, 1904.

M. H. CHAUN, P. D. S.
57, DES VIEUX ROAD CENTRAL, HONGKONG,
from the University of Pennsylvania, U.S.A.
Hongkong, 16th January, 1904.

Hongkong, 16th January, 19

Auctions.**PUBLIC AUCTION.**

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT of the CONCERNED, on WEDNESDAY, the 22nd June, 1904, at NOON, alongside Messrs. Douglas, Lapraik & Co's Wharf, The Steam Launch "FIREFLY," Length 35 feet, Breadth 8 feet 3 inches, Depth 4 feet 6 inches, Engines 2 H. P., 44 inches, Stroke 5 inches, Boiler 120 lbs. Keel condensing and feed heating.

Three months old. Shelter deck house forward for 10 persons. She has a Government Licence to carry 17 passengers.

TERMS.—As usual. HUGHES & HOUGH, Auctioneers.

Hongkong, 17th June, 1904. [735]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT of the CONCERNED, on WEDNESDAY,

the 22nd June, 1904, at 2.30 P.M.,

at their

SALES ROOMS, No. 8, Des Voeux Road, (Corner of Ice House Street), The Wreck of the French Steamer "HOIHAO," as she now lies stranded in South Channel in Hainan Strait, near Hainan Head.

TERMS.—As usual. HUGHES & HOUGH, Auctioneers.

Hongkong, 17th June, 1904. [734]

Insurance.**NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG**

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.

Hongkong, 29th May, 1904. [52]

Intimations.**DOCTOR.**

WANTED IMMEDIATELY for EMIGRATION STEAMER. Must be a British subject.

Apply—

"T. C. E. D."

C/o Hongkong Telegraph Office.

Hongkong, 15th June, 1904. [733]

WANTED.

A SMALL STORE IN CENTRAL OF QUEEN'S ROAD.

Apply to—

"B. C."

Hongkong, 9th June, 1904. [708]

NOTICE.**COKE AND TAR.**

THE HONGKONG AND CHINA GAS COMPANY beg to notify the public that Messrs. KUNG HING & Co., 474, Des Voeux Road West, are the SOLE AGENTS for the Sale of the Company's COKE and TAR and that all Orders should be sent to the said Agents direct.

GEORGE CURRY,

Local Secretary.

Hongkong, 8th June, 1904. [701]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.75 ex Factory.

In Bags of 50 lbs. net \$2.85 ex Factory.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 13th August, 1903. [D]

ESPECIAL OLD TOM GIN.

Marshall and Elvy's

Satinette

DOUBLY DISTILLED

AND OF

MATURED AGE,

TO BE OBTAINED FROM—

THE MUTUAL STORES,

Des Voeux Road.

Hongkong, 11th May, 1904. [608]

NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor THE OWNERS will be RESPONSIBLE for any DEBT contracted by the Officer or the Crews of the following Vessel during his stay in Hongkong Harbour:

TRONCATE, British barque, A. Hunter, Master.

Intimations.**THE TRUTH ALWAYS.**

"When you are in doubt tell the truth." It was an experienced old diplomat who said this to a beginner in the work. It may pass in some things, but not in business. Fraud and deception are often profitable so long as concerted; yet detection is certain sooner or later; then comes the smash-up and the punishment. The best and safest way is to tell the truth all the time. Thus you make friends that stick by you, and a reputation that is always worth twenty shillings to the pound everywhere your goods are offered for sale. We are able modestly to affirm, that it is on this basis that the worldwide popularity of

WAMPOLE'S PREPARATION

rests. The people have discovered that this medicine is exactly what it is said to be, and that it does what we have always declared it will do. Its nature also has been frankly made known. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. A combination of supreme excellence and medicinal merit. Nothing has been so successful in Anemia, Scrofula, Bronchitis, Influenza, Loss of Flesh and Wasting Diseases, Weakness and Low Nervous Tone, and all complaints caused by Impure Blood. Dr. Austin D. Irvine, of Canada, says: "I have used it in cases where cod liver oil was indicated but could not be taken by the patient, and the results following were very gratifying." It is effective from the first dose and agrees with the most sensitive and nervous stomachs. It cannot deceive or disappoint you, and comes to the rescue of those who have received no benefit from any other treatment. It stands for the medicinal triumphs of the age. "Watch carefully against imitations." Sold by chemists throughout the world. [10]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to BOOK CARGO and ISSUE BILLS of LADING to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY FROM SEATTLE, as hitherto, by the Steamers of the NORTHERN PACIFIC S.S. CO., BOSTON STEAMSHIP and TOWBOAT CO., OCEAN S.S. CO. and CHINA MUTUAL S. N. CO.

For further Particulars, apply at the Company's Local Branch Office in PRINCE'S BUILDINGS, First Floor, Chater Road.

A. S. MIHARA,

Manager.

Hongkong, 20th May, 1904. [643]

THE ROBINSON PIANO CO., LTD.,**INVITE INSPECTION OF SOME****SPECIALLY FINE SAMPLES OF UPRIGHT PIANOS****RACHALS, STUART,**

&c., &c., &c.,

— AND —

BABY-GRANDS,

BY

WINKELMANN,

(Established 1837).

They are only 5 FEET LONG, occupying the space of a Cottage, but with

the fine appearance and TONE OF A

FULL GRAND.

Hongkong, 13th May, 1904. [59]

THE SINGAPORE HARBOUR SCHEME.**THE REVISED PLANS.**

The arrival of the full report of Messrs. Coode and Matthews, on the proposed Harbour Improvements of Singapore once more brings to the front one of the most important questions of the day. The original report of 1901, (with the present report) was based on the principle of affording shelter to the Inner Roads, chiefly used by intercolonial and small steamers, by the construction of moles, three in number, of a length of about 2½ miles, with two entrances each 1,500 feet wide. The area thus sheltered would comprise 1,300 acres, a vast extent which is considered to be justified, having regard to the considerable and rapid developments which are taking place in the traffic of the Port. A leading feature of the scheme is the reclamation of 85 acres in front of Telok Ayer, with a Quay which is to have a depth of sixteen feet at low water alongside.

THE MODIFICATIONS.

The scheme in the fuller report is modified in some measure, but not materially altered. The South Mole is to be 5,500 ft. long, and the East Mole 4,000 ft. Both are slightly altered in their direction, the former to allow more space at the southern end of the inner harbour; the latter because of the cheaper cost of construction. The greatest modification is made in the West Mole, which is considerably shortened and now is to extend very little beyond the inner end of the fishing stakes of Malay Point, to the west of Fort Palmer. An entirely new portion of the scheme is the construction of an inner South Mole, 4,200 feet long, this forming a harbour within a harbour, the inner basin being 170 acres and being dredged to a depth of 16 ft. at low water ordinary spring tides. The necessity for this work is thus expressed.

INNER MOLE NECESSARY.

"We consider that such a work is necessary in order to protect the proposed quay at Telok Ayer from the effect of waves generated within the harbour on the occurrence of strong east and northeast winds. In the absence of such projection there would be reason to fear that lighters and the smaller class of steamers might be sometimes inconvenienced when lying in front or in the vicinity of the quay, especially in view of fact that the intervening space across the harbour, inside the shelter of the south and east moles, would be from a mile to a mile and a half in breadth. The outer moles would afford protection from the northeast monsoon seas, which of course is the quarter from which shelter is most required."

THE WEST MOLE.

A study of the tidal currents has caused the shortening of the West Mole, to promote circulation within the harbour to the fullest possible extent, in order to prevent shoaling as far as possible. This will also be aided by the training effect of the Inner Mole and the Quay Wall, beneficially affecting the same from a sanitary point of view as well as minimising the tendency to deposit silt over the areas in question. It is not expected that steamers will take shelter in the Inner Basin, as they would be adequately protected in the outer harbour.

88 ACRES RECLAIMED.

The Reclamation, according to the revised survey, will be .88 acres. For the benefit of those who will not see the plans, we may mention that it extends for Johnston's Pier in a straight line to opposite Telok Ayer Market, from which it is distant about one third of a mile. The triangular piece of the reclamation will, of course, alter the whole appearance of the sea front of Collyer Quay which will no longer be the sea-front. Opposite Change Alley the new sea-front will be over a hundred feet in front of the present sea wall. At Princess-st it will be three hundred feet from the sea. Finlayson Green will be four hundred feet island, the Fish Market 800 ft., and the Detective Station a thousand feet from "Sweetnam Quay," which is to be a hundred feet wide, deep enough to provide berths for fifteen to twenty intercolonial steamers, at the same time (we quote from the report) and be covered with merchants' offices and godowns.

EXISTING ARRANGEMENTS UNDISTURBED.

The proposed works are not to be prejudicial to those of the Tanjong Pagar Dock Co., either by wave propagation westward or by the creation of objectionable deposits. While effectually sheltering the Inner Roads, they will not interfere with the mooring of warships and large steamers in the outer road, nor will any impediment be offered the lighters and tong-kangs proceeding from these vessels to the Singapore River. Nor will there be any backwash, owing to the angle at which waves will impinge on the moles.

THE MOLES.

The construction of the moles is, speaking generally, to be of rubble mounds composed of granite from Pulo Obin, the seaward faces of selected rubble of large size. The Inner Mole would be faced with dressed granite.

The head of each mole would consist of an iron caisson of cylindrical shape filled with concrete in mass, a superstructure of concrete and granite, with a light at each head served by oil gas from a special apparatus provided ashore. The Quay Wall at Telok Ayer would consist of concrete cylinders afterwards filled in solid with concrete. Fenders, bollards, and boat steps would be provided, and anchoring buoys.

THE COST.

It may be remembered that the estimate in the 1901 report was \$12,000,000, nearly the

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which of which might be expected to be recouped by the sale of Teluk Ayer Land reclaimed. No estimates are given in the present report: the Engineers recommend that it be carried out by contract, as at Colombo, Penang and Old Calabar. Experienced contractors possessing the necessary capital and plant would have the command of an experienced staff of agents, foremen and leading workmen. Having regard to the uncertainty which exists as to the quantity of rubble required, due to settlement in the soft mud, it is recommended that the contract should be based on a schedule of prices and not on a lump sum. Payments would be made on the actual quantities of work done. Eight years would be required for the full completion of the works.

RAILWAY COMMUNICATION.

Working drawing No 3 shows a proposed line of railway along the Quay, across the reclamation at the east end of the Tanjong Pagar Dock Co., through the Dork Co.'s premises, and joining the Singapore Extension at Mount Narcis. An alternative line would run through the Malay village at the foot of Fort Palmer, and cross Anson and Tanjong Pagar roads east of the Boustead Institute to Mount Narcis. This would be shorter and wholly colonial, while the other would be jointly constructed by the Government and the Dock Company.

A SUMMARY.

(1) The Inner Road, and those portions of the Harbour which are adjacent to the shore, would be sheltered at all times and under all conditions of wind and weather.

(2) The necessity for the construction of an independent Boat Harbour would be removed.

(3) The transfer of the traffic, due to the berthing of inter-colonial steamers at a sheltered quay, such as that proposed at Telok Ayer, would greatly relieve the crowded condition of the River.

(4) The erection of godowns on the new Reclamation, arranged specially to meet the altered conditions of traffic, and in close proximity to the steamers, would considerably facilitate the handling of cargoes.

(5) The proposed Quay would be connected with the railway system of the Island and also with Tanjong Pagar.

(6) Ample accommodation would be provided to meet present requirements, and means afforded for extension hereafter is desired, either by further deepening the sheltered area by dredging, or by forming additional berths by jetties or further quayages.

(7) Before improvement works at Kallang Basin, such as described in our former Report, could be carried out, similar shelter to that contemplated by the proposed works would be necessary. The Kallang Basin improvements could therefore be undertaken hereafter, without further cost on sheltering works, when it is considered that the time has arrived for the execution of the same.

SOME OTHER POINTS.

Disadvantage would result, in the opinion of the Engineers, from a partial execution of the works. If the Inner Mole only were proceeded with steamers and craft in the Roads would be interfered with by backwash, there would certainly be an inadequacy of sheltered area for the accommodation of the present traffic, and a want of protection to the mouth of the Singapore River. Likewise the cost of the Inner South Mole would be increased as it would be exposed to the full sea stroke.

As to the extent of the dredging, that would not be such as to constitute a serious objection to the carrying out of the contemplated works. The lines of the structures are in accord with the currents, the debris delivered into the harbour from drainage is estimated at 28,000 cubic yards, 60 per cent of the quantity of material spread over the roads. It is not considered that the dredging would be exceptionally heavy, under the circumstances.

The warm thanks of the Engineers is accorded to the Colonial Engineer and Mr. F. R. Warren, who was engaged in their office for nearly a year.—*S. F. Press.*

FORTNIGHTLY MARKET REPORT.

Intimations.

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GOOD WORK.

PROMPT RETURN.

Hongkong, 8th January, 1904.

[45]

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COOLIES FOR SOUTH AFRICA.

A DEPARTURE POSTPONED.

The departure of the steamer *Courtfield* for South Africa was fixed for this morning when some fifteen hundred coolies were to have left the camp at Lai-chih-kok and embarked on the steamer to leave here direct for Durban. It was found, however, that in consequence of the approach of the Dragon boat festival, which is being celebrated throughout China to-day, that coolies were not eager to forego their rejoicings, with the result that, up to last evening there were only about fifty recruits at the camp. It has now been decided that the *Courtfield*, which has already been disinfected, shall leave towards the end of the month.

THE S.S. "TWEEDDALE."

The first emigrant steamer to leave here for Durban, with 1,054 coolies, is expected to reach her destination to-day.

PREPARING TO RECEIVE THE COOLIES.

PRECAUTIONARY MEASURES.

The mineowners of the Rand, have acquired the Wentworth estate, situated at the head of Durban Bay for the temporary accommodation of 10,000 Chinese labourers to be imported for service in the Transvaal.

The Natal Government has decided to institute a system of identification amongst the coolies by means of finger-prints. It is felt necessary to take this measure to prevent escapes, and the Government is also promoting special precautionary legislation to deal with the new labourers.

LIGHT ON CAPSHUI-MUN.

It was mentioned in the *Telegraph* some months ago that, from the 1st July, 1904, a light would be exhibited from the Western point of Ma Wan Island. It will consist of two white lights, vertically, six feet apart, visible in clear weather 1 mile, exhibited from a white mast, with white buoys at the foot. Upper light 51.5 feet above high water.

THE CRIMINAL SESSIONS.

RETURNING FROM BANISHMENT.

The June Criminal Sessions were opened this morning at the Supreme Court before the Chief Justice, Sir W. M. Goodwin, when Toang Hop was charged on indictment with disobeying an order of banishment and returning to the Colony. Prisoner pleaded guilty, and His Lordship passed sentence, sending accused to prison for 12 months with hard labour. The Court then adjourned till Monday morning.

AGRICULTURE IN THE COLONY.

The Superintendent of the Botanical and Afforestation Department writes an interesting report on agriculture in Hongkong, during 1903. He says:—

In February the crop of sugar-cane obtained from cuttings procured by the Government from the Straits Settlements and Honolulu was ready for cutting and distribution. 10,000 cuttings were offered to farmers in the New Territory without charge, and nine applicants were supplied with various quantities through the Police.

Mr. Li Pak's estate at Castle Peak, which takes the place of a Colonial experimental farm, produced 25 mow of these canes in 1903 besides 45 mow of Chinese varieties, and the percentages of sugar given below show the former to be a valuable improvement upon the canes hitherto grown in the Territory:—

Weight of Cane. Weight of Juice. Weight of Sugar.

Honolulu..... 100 55.0 9.3
Province Wellesley 100 51.0 8.8
Chinese..... 100 48.3 8.0

Some difficulties were encountered in bringing the sugar to marketable condition; the prices obtained were not satisfactory and much below the best prices of Chinese sugar. As, however, the Castle Peak sugar from native canes was poorer in quality than that from foreign canes the fault was clearly in the manufacture and not in the new canes. The price in the local Chinese market is said to depend largely upon the reputation of the man who superintends the process of sugar-making, and an experienced man would probably be well worth his salary of \$1.50 to \$2.00 per diem.

The experiments in other vegetables and fruits have been energetically pursued by Mr. Li Pak during the year, and it is satisfactory to hear that the results, while of much value to the Colony, have not been unremunerative to the owner. The most suitable vegetables for market purposes have proved during the year to be tomatoes, English cabbage, turnips, globe artichokes, and French beans.

English potatoes should be profitable in land

entirely supplied with water.

These vegetables find a ready market because

the introduction of better varieties and different cultivation has supplied a want that the old-fashioned methods could not meet. In the case of produce already grown in large quantities in the Chinese nursery gardens and sold at very low prices, such as Chinese cabbage, cauliflower, Chinese varieties of turnip, lettuce, prickly spinach, leeks and sweet potatoes, there is no room for competition. As regards fruit, a quantity of melons have been produced and have found a ready and profitable market, in Hongkong. Guavas, wampum and papayas are too cheap to repay cultivation, but it is worth the consideration of capitalists whether the very cheapness of these and other fruits and also of some vegetables such as green peas does not offer opportunities for a profitable canning or preserving establishment in the Colony. A large amount of jams and tinned vegetables must be consumed annually in Hongkong and Manila and locally grown produce should easily compete with imported preserves.

It is a matter for surprise that no pineapple

canning factory has been set up hitherto in

Hongkong, considering the large and increasing

amount of this fruit produced here and

with the example of the success that has attended this industry in Singapore.

Pasture and fodder.—The question of cattle food has long been a difficult one and generally speaking the only cattle that are kept in the Colony are a few hundred cows at the English and Chinese dairy farms and those used for draught purposes in the Chinese villages.

In the English dairy farm guinea grass (*Panicum maximum*) has been used with rice straw, and silo has been tried. The Chinese village cattle have to find their own food as a rule along the sides of paddy fields and, in the summer, on the hills. It is naturally a matter of much interest to ascertain whether natural pasture or some substitute can be found to maintain herds of bullocks in the Colony. With the object of investigating this subject several expeditions were undertaken during the year to Lantao (this under special instruction) and other localities where elevated plateaux offered the possibility of permanent pasture. Out of the 52 square miles of Lantao 6 attain an altitude of 800 feet or more. The greater part of this high land consists of rock-strewn slopes surrounding the various peaks and their connecting ridges. The valleys that ascend into this region are mostly rugged mountain gorges densely clothed with native scrub, but here and there the advantages of a few acres of level ground and abundant water are shown by the presence of a small hamlet and a few paddy fields.

A small number of cattle from these upland farms are driven out daily on to the neighbouring hill sides where they can obtain scanty food among the scattered tufts of coarse grass.

For purposes of grazing the greater part of the high lands is useless, the growth of grass being coarse and thin. This is fully recognised by the villagers who try to improve the vegetation by periodical burnings. These, however, give little benefit and the inquirer is everywhere referred to the *Ngong-ping*, or "high plain" as the only "green grass" in the island.

The *Ngong-ping* is a plateau near Lantao Peak, which has long been used as a cattle pasture and upon which 40 or 50 head of cattle are left unbroken during the summer. It is too dry during the winter for grazing purposes. It is situated 2½ miles south-west of Tung Chung Police Station and 3 miles east of that of Ty O.

It is an undulating plateau of about 300 acres covered with smooth, green turf. Its altitude is about 1,200 ft. It is surrounded by high peaks, the highest—Lantao Peak (3,075 ft.)—being to the south-east, and beyond these the country falls rapidly on all sides. Numerous rivulets rise on the hill sides and, after winding across the plain, plunge into rocky gorges towards the north-west and south-west.

The turf is almost entirely composed of one kind of grass—*Lischaemum aristatum* var. *barbatum*. This grass is nowhere recorded as one of economic importance, but closely allied species of the same genus are highly valued as fodder grasses in India. Like them it produces a close and luxuriant growth of soft and nearly smooth leaves. The manner in which it is eaten by the Chinese cattle proves it to be an excellent pasture grass under suitable conditions.

Two necessary conditions are probably the prevalence of cloud and therefore of moisture, and the presence of flat ground. The rarity of this combination will explain the fact that though the grass occurs occasionally throughout Hongkong and the New Territory, there is no record of pasture similar to that on the *Ngong-ping* in any other part of this district.

Government House grounds.—These grounds were maintained as usual during the year.

Mountain Lodge grounds.—The terraces on the north, south and west sides of the house were tilled during the spring.

August Eichornia species flowered round the fountain. Its peculiar inflated leaf-blanks have long been a feature there, but this is the first time that its handsome maturing flowers have been seen. Throughout the same month the Chinese red variety of Amaranthus produced fine patches of colour on the lower terrace.

September began with exceptionally heavy rain by which considerable havoc was wrought in the gardens, among other things interfering with the flowering of the large night-flowering *Cereus* (*Cereus triangularis*) which promised an unusual profusion of flowers.

In October the huge and unsightly flowers of *Aristolochia Gigas* attracted much attention and the beautiful *Gordonia anomala* produced its usual fine show of blossoms.

November suffered from the early failure of the rains which practically ceased after the downpour of the second week in September.

The feature of the New Gardens during December was the profuse and persistent flowering of a *Bauhinia* near the deer pen. The mysterious origin of the tree and its magnificent flowers at one arrest the interest. A tree of it was discovered between 20 and 30 years ago in the woods on Mount Davis from which it was introduced by its finder into the gardens of the Pokfulum Sanatorium and from thence to the Botanic Gardens and to the Roman Catholic Cathedral at Canton. No fruit has yet been observed on these trees; they are therefore probably not native here, but, so far, all efforts to identify them with any foreign species have failed.

In October the Superintendent took the opportunity offered by his journey to the north to pay a visit to Mr. W. H. Wallace's beautiful garden at Amoy; the information which that gentleman most kindly supplied as to the methods that he had to his remarkable success in certain branches of gardening should prove of much value.

OTHER GROUNDS.

Government House grounds.—These grounds were maintained as usual during the year.

Mountain Lodge grounds.—The terraces on the north, south and west sides of the house were tilled during the spring.

In the autumn extensive operations were commenced with a view to improving the appearance of the valley below the house on the south-east. This valley had contained a vegetable garden drained by a straight central channel, and was unsightly from the windows of the house. The object was to restore to it the natural beauty that it must once have possessed. The bottom of the valley was cleared of rank growth, and evenly graded on both sides down to a stream following the base of the east slope. By the end of the year only the turfing and planting of shrubs and trees on the slopes remained to be done.

A footpath was also commenced through the natural thickets of Azalea and other shrubs that grow among the rocks on the west of the grounds.

The Colonial Cemetery.—The gardening operations in the Cemetery were taken over from the Public Works Department in December.

Grounds around the Government Offices.—These were also taken over from the Public Works Department in December.

Roadside plots.—There are 43 small plots of ground, laid out from time to time as rockeries or planted with ferns and shrubs, varying from a few square yards to an acre. These have been maintained during the year, and an additional rockery at the junction of Peak and Robinson Roads.

Garden and Forest Nurseries.—Five nurseries are in use for gardening and forestry purposes outside the Botanic Gardens, viz., at Sookunpo and Kowloon for gardening and forestry, at North Point and Kang Hau for forestry alone, and at East Point for the cultivation of bamboo.

The lack of sufficient nursery accommodation in connection with the Botanic Gardens and forthcoming gardening works in other parts of the town has necessitated the setting apart of some additional ground between Garden Road and Albany nullah for this purpose.

HERBARIUM.

The incorporation of a large collection of specimens from the Province of Yunnan, presented some years ago by Dr. Henry, was commenced. The chief recent additions have been collections presented by the Director of Kew from Yunnan, Staff Surgeon C. G. Mathew, R.N., of H.M.S. *Edinburgh* from Weihaiwei, Korea and Japan; and by Dr. Barchet of Shanghai, from Ningpo; some collections made in the Autumn by the Superintendent at Shanghai, Tsingtau, Weihaiwei, Chefoo and Peking.

A considerable amount of time was expended in numbering the whole Herbarium so that any sheet can now be found by the Chinese assistants on the quotation of the number from the indices of the standard Floras of Hongkong and China. The specimens can now moreover be replaced with little fear of mistake. A specimen put away in its wrong place is practically lost in a Herbarium of any size so that the importance of this arrangement when working with partially trained Chinese assistants is obvious.

Some amendments were made in the Regulations in August, by one of which visitors are now allowed to bring in their dogs on lead.

Improvements.—One of the points brought out by the occasional closing of the Gardens referred to above was the comparatively small use made of the New Gardens by visitors. This has probably been due in some measure to the small number of seats there and this defect was remedied in the autumn by the addition of 30 new ones. The opportunity was taken of opening up the trees and shrubs in front of some of the seats to give good views of the harbour. Some seats were also placed on Glenealy Ravine.

Improvements.—Some of the chief attractions to visitors during the latter part of the year were the new flower beds and the new paths leading to the Chinese temples.

All the roads in the New Gardens were repaired and re-tarred during the year. Fresh embankments were placed on the roads and paths, and the paths were widened.

The Japanese Government has been represented by its Consul, Mr. Nakamura, in the New Gardens.

The Japanese Government has been represented by its Cons

TELEGRAMS.

(Reuters.)

The New York Disaster.

LONDON, 15th June.

There were 1,600 people on board the *General Slocum*. 447 bodies have been recovered and over 1,000 are dead or missing. The fire originated in the cook's galley and swept the decks which collapsed, precipitating hundreds into the fiery furnace below already choked with burning women and children. Hundreds leapt into the sea and were drowned. The steamer burned to the water's edge in half an hour.

LONDON, 16th June.

The official investigation shows that approximately one thousand perished in the *General Slocum* disaster.

Attempted Assassination of the Governor of Finland.

General Lobrikoff, the Governor of Finland, was shot and dangerously wounded entering the Senate at Helsingfors. The assailant, a son of Senator Schaumann, immediately committed suicide. There have lately been mass meetings in various parts of Finland to protest against Governor Lobrikoff's oppressive dictatorship.

Armenia.

It is reported in Constantinople that 3,000 Armenians have been killed, and fifty villages destroyed since the 25th April.

Result of the Asoot Gold Cup.

- 1.—Throw Away.
- 2.—Zinsandel.
- 3.—Scopite.

Prisoners' Intelligence Bureaux.

Tokio, 13th June.

It is learnt on reliable authority that Russia has asked Japan since the opening of hostilities whether she will establish a Prisoners' Intelligence Bureau, as provided by the Hague Convention.

Japan has replied that she has already done so, while on the other hand Russia has not established any bureau yet, and Japan can only receive vague information at infrequent intervals of the Japanese prisoners.

It is reported that M. Martens and others are only now drafting the regulations of the Russian Bureau, and the Japanese are astonished at the tardiness of the Russians.—N. C. D. News.

HONGKONG INFECTED.

It is notified in the *Gazette* that the Government of Indo-China has declared Hongkong to be infected with plague.

The entry of Asiatic immigrant from the port has been prohibited as well as the importation of grain, flour, dry paste used for food, rags of all kinds, old clothes, bedding already used and personal effects of Asiatic origin. An exception is made in the case of goods from non-infected ports trans-shipped direct from ship to ship at Hongkong.

Mail steamers will be admitted to see pratique on condition of having only embarked at Hongkong European passengers, or Asiatics furnished with certificates of health from the French Consul, coal, provisions and mails.

FORESTRY IN HONGKONG.

Writing on the Botanical and Afforestation Department for 1903, Mr. S. T. Dunn says that, the time has now arrived for the Colony to profit to the full extent by the foresight of the Government of a former generation.

In the late seventies tree planting was seriously undertaken and from the year 1882 to 1885 the annual expenditure of \$12,000 was expressly sanctioned for afforestation, and from 20,000 to 30,000 young pines were planted each year. As the island became more completely covered with plantations, the operations and annual votes gradually diminished, until the present time, when the planting of a few thousand trees can be covered by a small portion of the tree planting vote of \$3,450. As a result of this policy there are now nearly 5,000 acres of pine upon the island and the oldest plantations, now between 25 and 30 years old, are ready to fell and replant.

The pine plantations are of very various ages and sizes and much time has been devoted during the year to a careful examination of them and subsequently to delineating them on maps and schedules so that a systematic working plan can be drawn up to ensure as far as possible an uniform annual output of timber. The surface of the island has been divided for this purpose into seven main divisions, and each of these into six to eight blocks containing from fifty to two or three hundred acres of pine plantation each. The primary object of this preliminary inspection of the plantations was to obtain statistics upon which to found a working plan for the future, but the results have a further interest as showing what return the Government have for their outlay of former years.

Forest Offences.—Considering the fewness of the forest guards—5 in all—or one to each 1,000 acres of plantation, the number of trees stolen is small, only 427 during the year, and taken together with the 50 offenders brought to justice and convicted, reflects much credit on these officers.

Fires.—Only one serious fire occurred among the Government plantations. This was to the west of Tytan-Tuk and extended over about 4 acres destroying 860 pine trees. It was only by the promptness and energy of the police that the fire was prevented from spreading a much greater extent in that thickly-plantet district.

Clearing.—An unusual amount of the time of the forestry staff has been occupied in clearing the ground for public works.

Planting.—The planting was unusually limited in extent owing to the partial failure of the seedling crop.

Protection.—The first teams were cleared through and extended to protect new plantations near the Taipo Road in the New Territory.

THE WAR.

DESPERATE ASSAULT.

The hospital ship *Yokohama-maru* arrived at Moji on 8th inst., having on board 33 commissioned and non-commissioned officers and 120 men of the First Army Division, all of whom were wounded at the battle of Sou Hill. Several of the officers state that the forts were appointed like permanent barracks. The well-furnished officers' quarters and well-built kitchens surprised the Japanese visitors. The Russian artillery which opposed the advance of the central column was early silenced by the Japanese guns, but the machine guns were surprisingly effective, and over twenty Japanese fell wounded before the infantry had advanced to within 800 metres, where they had to halt under cover of the artillery as their rifle fire was not effective. A storming party was then organised, companies being chosen for this work from different regiments. The party advanced without firing a shot until within 300 metres of the enemy, and by that time all the officers and half the men of two companies of the third regiment were either killed or wounded. One of the officers giving these particulars says he was shot through the stomach and was unable to walk. He received a second bullet while watching the company gallantly advance. The mines laid by the Russians were the most dangerous enemy to the storming party, and volunteers were invited to go in advance of the companies. All the men showed their willingness to do. Finally, five men were chosen from each company, and they went on heroically in advance, being targets for hundreds of bullets. Everyone of them was either killed or wounded. None of the mines, however, exploded, as the fuses were severed by the Japanese shell-fire. The First Army Division held out for fifteen hours using only a small quantity of ammunition advanced to the barbed wire defences, where they cut down. The Fourth Army then made a successful charge on the position, followed by the First and Second Divisions. The Russian dead and dying were found in almost countless numbers in the streets and alleys at the city of Mukden, the last of which is, that the Russian army at LiaoYang is about to retire to the city of Mukden with the object of annihilating the Japanese army, and that the people and merchants thereof need not be alarmed.

In LiaoYang, Mukden, and Kaiyuan where there are Russian camps and commissariat quarters, Chinese are strictly forbidden to go about; at night especially the Russians are keeping up a close watch, and any one who steps over the line, contrary to the regulations, is shot dead.

General Kuropatkin has ordered the engineering corps of the third Army to the north-east of Mukden for the purpose of constructing a new road to Harbin, which will be utilised in the event of the railway being cut off. Over two thousand native workmen under the superintendence of the corps are being engaged day and night.

The Russian military authority at LiaoYang has received information from Mukden that on the 27th of this month (the 10th inst.), in the middle of the night, a band of Huangtuxes, numbering over 700, made their way to the Russian railway, and set fire to the fire wood accumulated at Shangchengpao and Tsaihakku, amounting to upwards of 5,000 piculs and that when the railway guards arrived, they had already left in the direction of Kaozietien. It is understood that this fire wood was intended to take the place of coal for the Manchurian railway.

The Russians in the south of LiaoYang, near Peitai, have placed over thirty guns, mines, and entanglements.

Chinchou, 11th June. On the 26th of this month (the 9th inst.) heavy cannonading was heard here, which leads to the general conjecture that the Japanese are attacking Newchwang, and since then the Chinese defence guards here have been constantly on the lookout for defeated Russians making inroads in Chinese neutral territory and against the mounted bandits seizing the opportunity to create trouble. To-day, upon inquiry from people coming from Newchwang, we learn that one point on last week's quotations: business has been transacted at Tls. 48 and Tls. 47 for the ordinary and preference shares, respectively.

Refineries.—China Sugars have been done at various rates between \$165 and \$170, closing in demand at \$168. Luxons remain out of favour at \$9, and Pekin Sugars are unaltered at Tls. 60.

Mining.—Raubis are in the market at \$7.

Chinese Engineering are weaker with sellers at Tls. 6.80.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks have further declined and business has been done at \$212 and \$243.

Farnhams have changed hands at Tls. 156 and Tls. 157 and further shares are wanted at the former rate.

Kowloon Wharfs have buyers at \$108.

Hongkew Wharfs are up to Tls. 155,

but shares can be obtained at this figure. Amoy Docks are on offer at \$30.

Lands, Hotels and Building.—Hongkong Lands are offering at \$158 after changing hands at this price. Shanghai Lands are firm at Tls. 110. Hongkong Hotels continue quiet at \$137. Astor House Hotels are reported sold at \$34 and \$35, and Hotel des Colonies have been done at Tls. 13. Humphreys Estate are in request at \$124, but are obtainable at \$121.

Cotton Mills.—There is no change to report under this head.

Cigar Companies.—Sumatras have advanced and can be placed at Tls. 61.

Miscellaneous.—Great Island Cements have been booked at \$29 and are still inquired for.

China Boxes have been placed at \$24.

A. S. Wharfs are inquired for at \$13.

Electrics (old) are steady at \$14: the new shares

have been dealt in at \$17, and further shares

are wanted. Dairy Farms have risen to \$16

and \$17.

Steam Vessels have risen to \$17

and China Light and Power

are quoted at \$7.

Sails are reported at Central

Stores at \$15.

William Powells have been

done at \$10.

Langhans have improved to

\$10.

The second quarterly dividend of

Tls. 10 is due in Shanghai on the 15th instant.

places the responsibility of protecting the railway on those inhabitants who live within 25 versts from both sides of the line. It is a duty assigned by the Russian Government to the law-abiding people in the vicinity of the said railway, therefore they should see that it is not damaged in any way. The scale of punishment is a fine in the first case and destruction of the villages and extermination of the people when the offence is repeated. The bandits have been co-operating with the Japanese in fighting the Russians and destroying the railway, but the people must remember that they (the bandits) are a lawless class and their example should not be followed. Should any join them in assisting the Japanese their villages and properties will be entirely destroyed by the Russian Authorities. The people should on the contrary, report to the Authorities cases in which destruction of the railway is contemplated or has been carried out.

COST OF THE WAR TO RUSSIA.

The enormous cost of the war to the Russian Government may be seen from the following figures:

Cost for first four months up to June 1, including \$22,500,000 for railroad equipment, \$25,000,000.

For June, monthly cost for navy, \$3,500,000.

Total war expense to January 1 next, \$25,500,000.

Against these extraordinary expenses are certain economies, as follows:—

On the ordinary budget, \$30,000,000.

On the extraordinary budget, \$27,500,000.

On the previous budgets, \$9,500,000.

Total, \$67,000,000.

ITEMS.

The following items are clipped from the *Shanghai Mercury*, translated from the *Si Wan Pao*:

Chinchou, 12th June. Before the occupation of Chinchou, Chou-en, by the Japanese, the Subprefect there had been forced by the Russians to go to Linayang. Proclamations issued by order of the Russian authority have been posted along the roads and alleys at the city of Mukden, the last of which is, that the Russian army at LiaoYang is about to retire to the city of Mukden with the object of annihilating the Japanese army, and that the people and merchants thereof need not be alarmed.

In LiaoYang, Mukden, and Kaiyuan where there are Russian camps and commissariat quarters, Chinese are strictly forbidden to go about; at night especially the Russians are keeping up a close watch, and any one who steps over the line, contrary to the regulations, is shot dead.

General Kuropatkin has ordered the engineering corps of the third Army to the north-east of Mukden for the purpose of constructing a new road to Harbin, which will be utilised in the event of the railway being cut off. Over two thousand native workmen under the superintendence of the corps are being engaged day and night.

The Russian military authority at LiaoYang has received information from Mukden that on the 27th of this month (the 10th inst.), in the middle of the night, a band of Huangtuxes, numbering over 700, made their way to the Russian railway, and set fire to the fire wood accumulated at Shangchengpao and Tsaihakku, amounting to upwards of 5,000 piculs and that when the railway guards arrived, they had already left in the direction of Kaozietien. It is understood that this fire wood was intended to take the place of coal for the Manchurian railway.

The Russians in the south of LiaoYang, near Peitai, have placed over thirty guns, mines, and entanglements.

Chinchou, 11th June.

On the 26th of this month (the 9th inst.) heavy cannonading was heard here, which leads to the general conjecture that the Japanese are attacking Newchwang, and since then the Chinese defence guards here have been constantly on the lookout for defeated Russians making inroads in Chinese neutral territory and against the mounted bandits seizing the opportunity to create trouble. To-day, upon inquiry from people coming from Newchwang, we learn that one point on last week's quotations: business has been transacted at Tls. 48 and Tls. 47 for the ordinary and preference shares, respectively.

Refineries.—China Sugars have been done at various rates between \$165 and \$170, closing in demand at \$168. Luxons remain out of favour at \$9, and Pekin Sugars are unaltered at Tls. 60.

Mining.—Raubis are in the market at \$7.

Chinese Engineering are weaker with sellers at Tls. 6.80.

Docks, Wharves and Godowns.—Hongkong

and Whampoa Docks have further declined and

business has been done at \$212 and \$243.

Farnhams have changed hands at Tls. 156 and

Tls. 157 and further shares are wanted at the

former rate.

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been booked at \$29 and are still inquired for.

Shipping Steamers.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAV. CO., LTD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.

MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"KEEMUN"	On 21st June.
GLASGOW and LIVERPOOL	"MOVUNE"	On 1st July.
GLASGOW and LIVERPOOL	"OANFA"	On 11th July.
GLASGOW and LIVERPOOL	"SARPEDON"	On 15th July.
GLASGOW and LIVERPOOL	"PELEUS"	On 23rd July.
GLASGOW and LIVERPOOL	"AJAX"	On 29th July.

S.S. "KEEMUN" left Singapore at daylight on the 16th inst., and is due here on the 21st.

HOMewardS.

FOR	STEAMERS	TO SAIL
LONDON & ANTWERP	"AGAMEMNON"	On 21st June.
LONDON, AMSTERDAM & ANTWERP	"YANGTSZE"	On 5th July.
GENOA, MARSEILLES & L'POOL	"DIOMED"	On 15th July.
LONDON, AMSTERDAM & ANTWERP	"KINTUCK"	On 19th July.
LONDON, AMSTERDAM & ANTWERP	"KEEMUN"	On 2nd August.
LONDON, AMSTERDAM & ANTWERP	"MOYUNE"	On 16th August.
GENOA, MARSEILLES & L'POOL	"SARPEDON"	On 20th August.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, <i>viz.</i>	"OANFA"	On 14th July.
NAGASAKI, KOBE and YOKOHAMA.		

S.S. "HYSON" left Victoria, B.C., for Hongkong, *via* Japan, on 14th inst.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 18th June, 1904. [2]

CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL.

NINGPO and SHANGHAI	"CHINXIANG"	†... 20th June.
SHANGHAI	"WHAMPOA"	†... 21st "
MANILA	"TEAN"	22nd "
SWATOW, CHEFOO and TIENTSIN	"KANBU"	10 a.m.
CEBU and ILOILO	"KAIFONG"	25th " Noon.
PORT DARWIN, THURSDAY ISLAND,		
COOKTOWN, CAIRNS, TOWNSVILLE	"OHINGTU"	* ... 5th July.
BRISBANE, SYDNEY & MELBOURNE		

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 18th June, 1904. [7]

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship. Tons. Captain. For Sailing Dates.

RUBI.....	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 25th June, at 10 A.M.
ZAFIRO.....	2540	R. Rodger	"	SATURDAY, 2nd July, at 10 A.M.
PERRLA.....	1980	A. H. Notley	"	

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 18th June, 1904. [8]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

FOR PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship Tons Captain To Sail on
"NICOMEDIA" 4,370 Wagner July 14th, 1904.

"ARABIA" 4,483 Bahi August 14th,
"ARAGONIA" 5,198 Schuld September 14th,
"NUMANTIA" 4,370 " October 14th,

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain SAMUEL BELL SMITH:

DEPARTURES from Hongkong, on Week Days, at 7:30 A.M. on Excursion Sundays, and at 8:30 A.M. from Macao, Week Days at about 2 P.M. and Sundays about 7:30 P.M.

FARE:—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$3.

On Excursion Sunday, 1st, 2nd, 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao. Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two more passengers.

WHARF—At the Western end of Wing Lok Street.

The steamer's wharf is at the Western end of Wing Lok Street.

YUNG ON S.S. CO., LTD.
No. 216, Wing Lok Street.

WENDT & CO.
General Agents.

Hongkong, 18th January, 1904. [16]

Shipping Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.ALSO REDUCED FARES TO
MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904. [104]

MESSAGERIES CANTONNAISES.

I. TREVOUX & CO.

HONGKONG-CANTON NIGHTLY
SERVICE.

THE Commodious Steamer

"PAUL BEAU."

Captain Frangoul, leaves Hongkong for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following Days, leaving Canton at 5 P.M., taking Passengers and Carp or as usual.

The S.S. "CHARLES HARDOUIN," Captain Merlin, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These Two Magnificent and Up-to-Date Steamers, are lighted with Electricity.

The Saloon is under European Supervision.

First Class European \$8.00
Second Class European 3.00
First Class Chinese 1.50
Second Class Chinese 80
Deck 30

The Company's Wharf is at the end of Queen Street, Praya West.

For further Particulars, apply to

J. LANDOLT, Agent.

THE PHARMACY, Queen's Road Central, Hongkong, 9th June, 1904. [122]

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain

KWONG CHOW" 5,309 J. P. MARTIN.

"KWONG TUNG" 5,238 H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey \$4
Meals(Each) 1

The Company's Wharf is a Short Distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LTD., and

YUEN ON S.S. CO., LTD.,

No. 8, Queen's Road West, Hongkong, 17th February, 1904. [122]

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"CATHERINE APCAR,"

Captain A. Stewart, will be despatched for the above Ports, on TUESDAY, the 21st inst., at 3 P.M.

For Freight or Passage, apply to

DAVID SASOON & CO., LIMITED.

Agents.

Hongkong, 15th June, 1904. [722]

REGULAR STEAMSHIP SERVICE
TO NEW YORK,

VIA PORTS AND SUEZ CANAL

(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1904. About

"RICHMOND CASTLE"24th June.

"ST. FILLANS"5th July.

"LOWTHER CASTLE"31st

For Freight and further Information apply to

DODWELL & CO., LIMITED.

Agents.

Hongkong, 15th June, 1904.

ROYAL AERATED WATERS
MANUFACTORY.

PRODUCE the highest Class AERATED
WATERS in the Far East on account of

their High Class Machinery and also the
superior ingredients they use in the manufacture
of their goods, and the cleanliness, &c., of

THE HONGKONG TELEGRAPH SATURDAY, JUNE 18, 1904.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS—*Telegraph, Hongkong*

THE leading English Newspaper in China
Also widely circulated in Japan, Cochin
China, Ceylon, India and the Far East
generally.

A daily newspaper with weekly edition
published for despatch by the homeward mail
The daily is recommended as more generally
suitable, except for subscribers in Europe or
America.

A special feature is made of full and accurate
reports of local occurrences, and of matters
of general interest.

ADVERTISING DEPARTMENT.

The *Hongkong Telegraph* is the best
medium for advertising in China. It circulates
largely among all classes of the community,
is the largest daily newspaper and has a
wider circulation than any journal in the Far
East.

Special attention given to effectively displaying
advertisements.

The type used as a standard for setting
advertisements is similar to this, unless we are
instructed to display the advertisement, when
any effective style of type will be adopted.
This standard runs exactly eight lines to the
inch, and about eight words to the line.

ADVERTISEMENT RATES.

(per inch.)

One week.....	5.25
One month	7.20
Two months	13.00
Three	20.00
Six	37.50
Twelve	73.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts.....	5 per cent.
6	10 "
12	25 "

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages
£1 each insertion in the Daily and Weekly

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements
can be ascertained from the Manager.

Advertisements for the Daily should reach
the *Hongkong Telegraph* Office not later than
noon of the day they are intended to appear.

Unless otherwise specified all advertisements
will be repeated and charged for until countermanded.

JOBBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSES.

All job printing is done under European
supervision, well turned out, free from errors,
and remarkably cheap.

THE HONGKONG TELEGRAPH OFFICE.

Estimates given for all classes of work on
application to

THE MANAGER,

HONGKONG TELEGRAPH CO., LTD.

1, ICE HOUSE ROAD,

Hongkong.

Shipping.

China, Am. ss, 3,186, D. E. Freile, 17th June,
—San Francisco and Shanghai, 15th June,
Mails and Gen.—P. M. S. S. Co.
Petra, Ger. ss, 1,122, Ch. Ahrens, 17th
June,—Chefoo 11th June, Beans and Gen.,
—Wing Sing & Co.
Apsenale, Ger. ss, 611, A. P. Ulderup, 17th
June,—Pakhoi, 14th June, and Hoitow
16th, Gen. & Co.
Loosok, Ger. ss, 1,020, G. Schulzen, 17th
June,—Bangkok and Kohsichang 11th
June, Rice and Wood.—B. & S.
Chiuyen, Ch. ss, 1,177, Stewart, 17th June,—
Shanghai 14th June, Gen.—C. M. S. N.
Co.
Dovedale, Br. ss, 1,854, Goodwin, 18th June,
—Swatow 16th June, Ballast.—B. & Co.
Meefoo, Ch. ss, 1,320, J. Whitelow, 18th June,
—Canton 17th June, Gen.—C. M. S. N.
Co.
Chinkiang, Br. ss, 1,220, T. Robertson, 18th
June,—Canton 17th June, Gen.—B. & S.
Tean, Br. ss, 1,345, A. Sommerville, 18th June,
—Manila 15th June, Ballast.—B. & S.
Hailan, Fr. ss, 377, L. Andersen, 18th June,—
Pakhoi and Hoitow 17th June, Gen.—A.
R. M.
Triumph, Ger. ss, 679, A. Hansen, 18th June,—
Foochow via Amoy and Swatow 17th
June, Gen.—J. & Co.
Tyr, Nor. ss, 1,112, D. L. Danielsen, 18th
June,—Canton 17th June, Coal.—S. W. &
Co.

Clearances at the Harbour Office.
Itha Verde, for Macao.
San Ut, for Wuchow.
Hoi Lo, for Canton.
Tyr, for Hongkong.
Charles Hardouin, for Canton.
Paul Beau, for Canton.
Kun Cheong, for Canton.
Kwong Chow, for Canton.
Halton, for Swatow.
Chihyen, for Canton.
Fridhoff, for Swatow.
Lindau, for West River.
Ping On, for Kwoong-chow-wan.
Woo Ping, for West River.
Indrasamha, for Calcutta.
Yingking, for Canton.
Hawfurd, for Newcastle.
Kongnam, for West River.
Dovedale, for Singapore.
Heathburn, for Ocean Island.
Hangsang, for Shanghai.
Tsinlau, for Bangkok.
Wingchai, for Macao.
Themis, for Kobe.
Hermiston, for Batavia.

Departure, June 18.

Coromandel, for India.

Zafiro, for Manila.

Honebee, for Amoy.

Tintau, for Bangkok.

Odd, for Bangkok.

Geronia, for Moji.

Heathburn, for Ocean Island.

Carl Diederichsen, for Hoitow.

Haitian, for Coast Ports.

Borg, for Bangkok.

Fausing, for Saigon.

Huangtung, for Shanghai.

Chiuyen, for Canton.

Wilmingston, US gunboat, for Manila.

Passengers arrived.

Per Chiuyen, from Shanghai—97 Chinese.

Per Petrarch, from Chefoo—Misses Johannä
Jadelhaar, Cailliez, Charles Nicolas, and 9 Chi-
nese.

Per China, from San Francisco, &c.—Mr.
and Mrs. F. C. Arriance and son, Messrs. T. W.
Barnett, W. E. Bridenstein, G. A. Dragoos, A.
S. Flund and R. J. Kazeline, Hon. and Mrs.
J. C. Jenkins and family, Miss L. M. Mc-
Eldonian, Messrs. A. A. Nosowithy, Frank
Pittman, A. W. Stiven, R. G. Teare, O. G.
Woicott, Chan Tin Son and son, Tang Che
Yeong, and servant, Leong Lee, Gordard
servant, Gen. N. Anderson, L. B. Balf, L. L.
Bernheim, C. H. Crooke and H. E. Eagle,
Mr. and Mrs. M. W. Fox, Messrs. F. C.
Ken-dy, John C. Koch, Wm. Mustard, R. F.
Nyman, C. S. Lee, B. E. Swem, J. F. Walther,
G. M. Zerbe, F. E. Green, Wm. Beloit, B. B.
Barton, N. F. Boyle and infant, W. J. Edmon-
ton, D. G. Gunnell and J. E. C. Hestling, Misses B.
Barin, M. A. Coville and E. C. Kinne, Messrs.
E. C. Koerner, Arthur Nelson, F. H. Pinkall
and J. L. Sibley, Mr. and Mrs. T. M. Tem-
plton and child, Lieut. A. Dymock, Messrs.
W. Tuthery and F. Berol.

Per Tean, from Manila—Misses Doyle, R.
Mickle, Mrs. Agapita Molina, Mr. and Mrs. N.
T. Campbell, and child, Messrs. J. Marshall, J.
Grey, Capt. W. Mo re Mason, Messrs. C. C.
Brown, T. W. H. Millington and 2 children,
Messrs. Weston S. Maxfield, T. R. Lewis,
Master, Wm. D. Dizon, Vicente Gutierrez,
Messrs. J. Kotting, Vicente Garcia, Jacinto
Trilloero, Alejandro Sales, and 20 Chinese.

Passengers departed.

Per Mongolia, for San Fran. &c.—Mr.
and Mrs. E. C. Sharpe, Prof. C. G. Munro,
Mr. and Mrs. W. T. Ballantine, Mrs. W. H.
Mitchell, Mrs. G. Reyes Lai, Mr. and Mrs.
Robt. J. Teal, Rev. W. A. Stanton, Mr. and
Mrs. E. A. Carvalho, Miss Trom, Mrs. J. S.
Van Buren, Mrs. M. Seely, Messrs. C. A. A.
Dudok, De Wit, Dr. J. W. Webb, Mr. W. R.
Reber, Mr. and Mrs. C. A. Morris, Dr. L. S.
Thompson, Mr. Win. Davidson, Mr. and Mrs.
G. W. Gregory, Messrs. Emily Agaton, A. F.
Eastman, H. H. Murphy, Mr. and Mrs. W. H.
Thebut and infant, Messrs. A. Montague,
F. J. McGlinchey, Lt.-Comdr. and Mrs. Hallow
and son, Miss Mc'Roy, Dr. and Mrs. C. C.
Selden and family, Dr. R. Gibson, Messrs. W.
M. Chadbourn, E. H. Greene, Poland Love,
Miss May Stone, Mr. E. A. Magie, Mr. and
Mrs. N. C. Abbott, Messrs. Fay C. Bell, F. W.
Keith and family, F. E. Dominguez, Mrs. H.
Adamson, Misses Olive Adamson, Mrs. Adam-
son, Mr. Albert Adamson, Mr. and Mrs. E. T.
Neddy, Mr. F. J. Mitchell, and Prof. A. Morosy,
For Amy—Mr. L. R. Thomas, for Shanghai
—Lieut. G. W. Kline, Messrs. M. H. Michael,
W. B. Bridie, Chung Yu Teng, Sir Hiram
Wilkinson, Mr. H. S. Locksmith, Mr. and Mrs.
W. J. Southam, Messrs. J. R. Reid, J. W.
White, A. Humphreys, H. Phillips, J. H. Der-
byshire, C. Bryan, Ium Dui Yon, F. Ellis, and
A. Ward, and Mr. N. Inouye, for Kobe—
Messrs. F. D. Bain, Sha Chin Yuan, Sha Tung
Sun, E. H. Sharp, Mrs. M. Dike, Messrs. Chin
Ou, Sha Pang Nea, Sha Tung Kwo, Lee Quan
Chun and Sha Kun Men, for Yokohama—
Mrs. I. Silberman, Mr. and Mrs. G. P. Hand-
ley, Messrs. S. Saito and T. D. McKay, Misses
Lily and Rosie Silberman, Lieut. and Mrs. L.
B. Purcell, Miss McDougall, Mr. F. C. Grati-
wick, Dr. and Mrs. T. J. Adams, and Major
Yokuda, for Honolulu—Mr. and Mrs. Ah
Chew.

Per Yarra, for Shanghai—Mr. T. M. Mitchell,
Mrs. Sophie Samson, Mrs. Ida Veishart, Mrs.
Sophie Koenig, Mrs. Ida Nagelberg, Mrs. Jaun-
Zaidman, Mr. S. P. Hoosen, and child, Mr. and
Mrs. F. P. de Silva, and 2 sons, Rev. Father
Pigott, Messrs. J. Beding and Abraham Del-
mont, for Kobe—Mr. E. M. Fidusseus, and J.
Chase, for Yokohama—Mr. and Mrs. Ba-
giles Green and son, and 1 Chinese.

Shipping Report.

Str. *Tean* from Manila.—Fresh S. W. winds,
with squalls and showers and heavy beam sea,
but weather and sea moderately approaching
Vaglan.

Vessels in Port.

STRAMBENE.

America Maru, Jap. ss, 6,300, W. W. Greene,
9th June,—San Francisco 12th May, and
Shanghai 6th June, Mails and Gen.—T. K.
K.

Catherine Apcar, Br. ss, 1,730, A. Stewart,
13th June,—Calcutta 28th May, Penang
and Singapore 8th June, Gen.—D. S. &
Co., Ltd.

Decima, Ger. ss, 704, C. Christiansen, 11th
June,—Chefoo 5th June, Beans and Gen.—S. W.
& Co.

Elias, Ger. ss, 903, J. Petersen, 9th June,—
Tourane 6th June, Cons.—J. & Co.

Empress of India, Br. ss, 3,032, O. P. Marshall,
15th June,—Vancouver 24th May, and
Shanghai 12th June, Mails and Gen.—C.
P. R. Co.

Fribof, Nor. ss, 891, Haraldsen, 15th June,—
Tamsui via Amoy 12th June, Tea—O. S.
K.

Indonesia, Br. ss, 3,166, W. E. Craven,
R.N.R., 7th June,—Kobe 1st June, Gen.—
P. & A. S. S. Co.

Jacob Diederichsen, Ger. ss, 623, B. Ohlsen,
11th June,—Hainan and Hoitow 8th
June, Gen.—J. & Co.

J. W. Taylor, Br. ss, 1,703, John Waters, 13th
June,—Penarth 13th May, Coals.—Gilman
& Co.

Layman, Br. ss, 2,224, E. J. Tadd, 6th June,—
Calcutta 21st May, Penang 26th, and Sin-
gapore 31st, Gen.—J. M. & Co.

Maria, Ger. ss, 1,777, H. Lorenzen,
16th June,—Mojii 9th June, Coal.—M. B.
K.

Perla, Br. ss, 1,287, A. H. Notley, 15th June,—
Manila 10th June, Ballast.—S. T. & Co.

Aust. ss, 5,804, P. Cragg, 16th June,—
Trieste via Bombay and Singapore
1st April, Gen.—S. W. & Co.

Perla, Br. ss, 1,258, Morell, 10th June,—
London 8th June, Submarine Cable.—E. E.
Telegraph Co.

Signal, Ger. ss, 927, A. Bendixen, 15th June,—
Bangkok 8th June, Rice.—J. & Co.

Thems, Nor. ss, 1,209, T. Thamassen, 15th
June,—Kobe 8th June, Gen.—Yee Woo.

SAILING VESSELS.

Eclipe Br. ship, 2,978, J. McBryde, 10th May,
—New York 20th Dec., 1903, Case Oil,
S. O. O.

Kemmer, Br. brg, 2,334, Burch, 14th June,—
New York 29th Jan., Kerosine.—S. U. Co.

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Mails.**COMPAGNIE DES MESSAGERIES MARITIMES.**

PAQUEBOTS-POSTE FRANÇAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERY, CALCUTTA,
BOMBAY, ADEN, DJIBOUTI, EGYPT,
MARSEILLES, MEDITERRANEAN AND
BLACK SEA PORTS, LONDON,
HAVRE, BORDEAUX;
ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 28th June, 1904, at 1 P.M., the Company's Steamship "HIMALAYA," Captain J. Combe, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

This Steamer connects at COLOMBO with the Australian Line S.S. "Dumbea" bound for MARSEILLES via BOMBAY and ADEN.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on MONDAY, the 27th June, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 15th June, 1904. [9]

**THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.****STEAM FOR**
STRAITS, CEYLON, AUSTRALIA, INDIA
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERICAN
and SOUTH AFRICAN PORTS.)**"THE Steamship****"BENGAL,"****FROM BOMBAY, COLOMBO AND
STRAITS.**

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex S.S. Australia and Syria.

From Australia, ex S.S. Marmora.

From Calcutta, ex S.S. Japan.

From Persian Gulf, &c., ex B. I. S. N. and B. P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 22nd instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 16th June, 1904. [4]

NOTICE TO CONSIGNEES.**THE P. & O. S. N. Co.'s Steamship**
"NANKIN,"
FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 19th instant at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 17th June, 1904. [4]

NORTHERN PACIFIC LINE.**BOSTON STEAMSHIP COMPANY.**Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamers. Tons. Captains. Sailing.

Steamers.	Tons.	Captains.	Sailing.
Tremont	9,606	T. W. Garlick.	June 28
Lyra	4,417	G. V. Williams	Aug. 4
Shawmut	9,606	W. M. Smith	Sept. 1
Tremont	9,606	T. W. Garlick	Oct. 1
Shawmut	9,606	W. M. Smith	...

Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

Shawmut 9,606 W. M. Smith... Aug. 12

Tremont 9,606 T. W. Garlick...

CHEAP FARES, EXCELLENT ACCOMMODATION,

ATTENDANCE AND CUISINE, ELECTRIC

LIGHT, DOCTOR, AND STEWARDSS.

The twin-screw s.s. "Shawmut" and "Tremont" have just been fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea, electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings.

Hongkong, 11th June, 1904. [12]

Consignees.**S.S. "VARA."****COMPAGNIE DES MESSAGERIES MARITIMES.****NOTICE TO CONSIGNEES.**

CONSIGNEES of Cargo from London ex s.s. "Charente" and "Douro," and from Havre ex s.s. "Douro," in connection with above Steamers, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after FRIDAY, the 24th June, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 24th June, or they will not be recognised.

All damaged packages will be examined on FRIDAY, the 24th June, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 17th June, 1904. [9]

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$10,000,000 \$6,503,000 \$250,000	\$1,417,366	Div. of £1.10/- and bonus of 10/- @ exchange 1/8 = \$2.994 for half-year ending 31st Dec. 1903.	6%	\$60 sellers
NATIONAL BANK OF CHINA, LIMITED.								
Do. (Founders)	47,453	\$10	\$8	\$175,533 \$19,973	\$21,668	\$2 (London 3/6) for 1903	5%	London £66.10- \$38 buyers
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000 \$569,143 \$784,445 \$66,872 \$000,000	\$1,959,936	\$32 for 1902	5%	\$140 buyers
CHINA TRADERS' INSURANCE COMPANY, LIMITED.								
China Traders' Insurance Company, Limited	24,007	\$83.33	\$25	\$121,342 \$322,138	Nil.	\$4 for year ended 30.4.1903	6%	\$62 buyers
North China Insurance Company, Limited								
North China Insurance Company, Limited	17,000	\$15	\$5	Tls. 500,000 Tls. 31,850	Tls. 271,589	Final of £1 making £2 for 1902	...	Tls. 62 1/2 sellers
Yangtze Insurance Association, Limited								
Yangtze Insurance Association, Limited	8,003	\$100	\$60	\$100,000 \$37,794	\$186,284	\$12 for 1902	9%	\$130
Canton Insurance Office, Limited								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$50,000	\$110,551	\$15 for 1902	7%	\$112
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,308,856 \$1,000,000	\$371,110	\$22 1/2 for 1902	7 1/2%	\$310 sellers
China Fire Insurance Company, Limited								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,308,856 \$25,075	\$329,047	\$6 dividend & \$1 bonus for 1902	8 1/2%	\$86 1/2 sa. and b.
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$250,000 \$633,000 \$149,409	\$41,538	\$1 1/2 for second half-year 1903	10%	\$29 1/2 sellers
INDO-CHINA STEAM NAVIGATION COMPANY								
Indo-China Steam Navigation Company, Limited	60,000	\$10	\$10	\$1,000,000 \$80,000	\$5 380	10/- for 1903	5%	\$116 buyers
CHINA AND MANILA STEAMSHIP COMPANY, LIMITED								
China and Manila Steamship Company, Limited	30,000	\$50	\$50	Nil.	\$63,123	\$5 for 1903	...	\$26 sellers
Douglas Steamship Company, Limited								
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$1,000,000 \$71,813	\$1,287	\$1.80 & b. 10 cts. \$80.90 & b. 10 cts.	7 1	